

a lawyer, was made Commander of the National Battalion, and is now fulfilling both the duties connected with that office and those of Registrar General. Mr. F. M. de Salles, a clerk of the Registry department, is now Acting Chief Justice and Captain of the National Battalion. Lieutenant-Colonel Fouscar, of the regiment stationed in Macao, besides receiving his full pay, gets an additional \$70 monthly as chief of staff, \$20 as instructor of the National Battalion, and \$25 for indexing the numbers of the Government Gazette.

These are a few of the public facts which reveal the high state of civilisation this Colony has attained. —More anon.

JUNIOR.

UNLUCKY NAMES IN THE BRITISH NAVY.

Certain ships' names seem, with strange persistence, to have brought ill-luck to those British war-vessels that have borne them. The other day, when all hope of the safety of the *Wasp* was abandoned, it was remembered that in 1884 another British gunboat of the same name was lost, with 50 of her crew, off Tory Island; but very few recollect that yet another *Wasp* was burned off Dunkirk in 1800. A *Fox*, of 28 guns, was captured by the American frigates in 1777; another *Fox*, of the same armament, was taken by the French in the following year; a *Fox* of 12 guns was accidentally sunk at Teneriffe in 1797; and a fourth *Fox*, of 18 guns, was lost in the Gulf of Mexico soon afterwards. One *Resolution*, commanded by the gallant Hamann, was burned by fire-ships in the action with the Dutch, on June 23, 1666; another, a ship of 60 guns, was lost on the coast of Sussex in the great storm of November 26, 1803; a third, a new 74-gun ship, drifted ashore on the Four Banks in 1759, after having taken part in Hawke's action in Quiberon Bay, and became a total wreck; a fourth, a transport armed with 14 guns, was taken by the French in the East Indies in 1753. Take, again, the name *Vanguard*. One *Vanguard* lost her captain, Midway, in the fight with the Dutch in 1682; another, a second-rate, sank at her moorings at Chatham in the great storm of 1703; and the last *Vanguard* was damaged and sunk by the *Iron Duke* in the Irish Channel about 12 years ago. A still earlier *Vanguard* than any of the above-mentioned was the scene of a sad accident in 1630, when Charles I. was being saluted by her. A gun burst, killing a boy and wounding several sailors. A *Blanche*, of 32 guns was lost with all hands in a hurricane in the West Indies, in October, 1780; a similar *Blanche*, which was built six years later, was lost in the Texel, in Sept., 1799; and a third *Blanche* was wrecked on the French coast in the spring of 1807. She was a 28-gun frigate commanded at the time by Sir Thomas Lavin, and 45 of her crew were drowned, the rest being made prisoners. This name is to be revived at once. The *Blanche* will be a twin-screw steamer of 1000 tons displacement and 2000 horse-power, and will be armed with eight 6-in. breechloaders. It is estimated that she will attain a speed of 15 knots. A sister-ship, named *Blanche*, has also been ordered. We are now doing our best to destroy the old ironclad *Resistance* at Portsmouth. Her name seems to denote her to misfortune. In 1798, a *Resistance*, of 44 guns, under Captain Edward Boscawen, caught fire in the Straits of Banca and blew up within a few minutes. Only 13 men escaped; more than 300 officers, seamen, and marines, together with a Malay woman and 14 Spanish prisoners, perished. Of those who escaped the disaster, only one seems to have survived to reach England. In May, 1803, a second *Resistance*, a 36-gun frigate, was wrecked on Cape St. Vincent, but all her crew were fortunately saved. Another old ironclad, the *Repulse*, which has lately been got rid of, bears an equally unfortunate name; for a *Repulse* foundered with all hands off Bermuda in 1775; another *Repulse*, of 64 guns, was wrecked near Ushant, in March, 1800, and all her crew were made prisoners; a third *Repulse*, a small 12-gun vessel, was lost off Yarmouth in 1782. Of names borne by existing British ironclads, *Ajax*, *Asson*, *Conqueror*, and *Minotaur* seem to have been very unlucky. An *Ajax*, of 74 guns, was accidentally burned in Boscawen's Bay, in the Mediterranean, and 250 of her crew perished. Another *Ajax*, belonging to the East India Company's fleet, had previously been captured by the French. An *Asson*, a 44-gun frigate, was wrecked off Helstone and lost 60 of her crew. As for the name *Conqueror*, it has led two ships to misfortune. One, a line-of-battle ship, was wrecked on St. Nicholas Island, Plymouth, in 1760. The other, of 100 guns, was lost near the Bahamas in December, 1801. Captain Sotheby, who was in command, succeeded in saving his ship's company and all his guns, and was fully acquitted by the court-martial, which afterwards tried him. *Barbados* is a name which belongs at present to no ship in the Navy List. A *Barbados*, of 14 guns, was lost with all her crew, in the West Indies in 1780, on the north-west bar of Sable Island, but lost only one man. Nor is there now a *Chameleon*. One *Chameleon* was lost in 1780 in the West Indies; another, a revenue cutter, under Lieut. John Pratten, was run down in the Channel in August, 1834, by H.M.S. *Custard*. *Alert*, too, is a name which no longer appears. An *Alert* was taken from the French in 1793; another in 1794. A smaller vessel of the same name has also been taken by the French Juno in 1778. But we still have a *Defiance*, in spite of the fact that we lost one in 1669, and another in a West India hurricane in 1780; and we still have a *Sapphire*, although in 1670 we lost one owing to the cowardice of Captain John Pierce and his lieutenant, Andrew Logan, who were executed in consequence, and although, in 1666, we had to burn another *Sapphire* in the harbor of the French. *St. George* has disappeared. This is a pity; but the name has certainly been unlucky. Blake died on board a *St. George*. Another *St. George* lost her captain, Jeffrey Peate, at the Battle of Solebay. A third, a 98-gun ship, was wrecked in December, 1811, off the west coast of Iceland, and of about 800 souls on board only two or three escaped. The name *Scarcrough* has also been unlucky. A *Scarcrough* was taken by the French in 1780; another, again, is a name that we know no more, although it has been glorious as well as unfortunate. *Ramilles*, the second of her line, carrying 60 guns, was lost off Ram Head in 1760; all on board save 26 men perishing; and about 20 years after, the next *Ramilles*, of 74 guns, had to be abandoned and destroyed, so terribly was she damaged by a storm which overtook her on the banks of Newfoundland. These names seem a natural tendency on the part of the Admiralty to quietly drop unlucky names from the Navy List. *Amelia*, *Capitain*, *Abel*, *Donadurra*, *Bristol*, *Crack of doom*, *Explosion*, *Gairland*, *Hustar*, *Prince*, *Pandora*, *Plains*, *Prince*, *Romney*, *Shirley*, *Castle*, and *Terrible*, each of which has been at least twice unfortunate, have been allowed to disappear; but *Spiffire* remains, and so does *Revenge*. Nor is *Revenge* a name which should ever be permitted to go. Sir Richard Grenville lost his "little *Revenge*" in 1591, but he lost her with honour; and another *Revenge*, which blew up in 1666, had done good work for the country; and she met her fate. An superstition dies out we shall perhaps be able to revive even such unlucky

names as *Resolution* and *Vanguard*. Both of which are very honourable. *Capitain*, too, and *Blanche*, *Ramilles*, and *Gairland*, deserve to be some day restored in recognition of services rendered long ago. Many of the unlucky names, indeed, are also among the most glorious names in British naval history. Some of them were borne almost continuously for more than 200 years, and they could scarcely have gained much glory without very frequently exposing themselves to the dangers of storm and battle and without occasionally meeting with disaster. We have dealt only with their ill-luck; but their *bonnes fortunes* ought not to be forgotten; and it would be a happy move on the part of the Admiralty to direct that on-board every British war-ship that bears an old name a brief tabulated history of the glories and misfortunes of that ship's name should be exhibited in some conspicuous position. Officers and men would then be daily reminded of the fact that, although they serve now in floating boxes of machinery and under conditions that for the most part are entirely new, they belong to the same navy that in the 16th century humbled Spain, in the 17th was not to be beaten by Holland, and in the 18th and the early years of the 19th destroyed the maritime power of France. —*St. James's Gazette*.

AN ENGINEER'S YARN.

BY ONE OF THE CLOTH.

It was in the steamship *Kangaroo*, I sailed for a foreign clime. On a date which shall be known to you as "once upon a time." Now each of the mates and skipper had, strange as it may seem, been polishing up their figures, and had gone and passed in Steam; While I and the other engineers, all hot with emulation, And stung by the skipper's jibes and jeers, got passed in Navigation. Now the skipper and I in a general way got on very well together. For we'd shipmates been for five long years in every sort of weather; But he was a curious sort of cuss, and possessed a powerful notion, That he knew enough of Mechanics to discover perpetual motion; While as for Engineering, why to guess by the yarns he told, He'd been driving a triple-expansion before he was ten years old. As for me, I was somewhat nettled at this exaggeration. So to be as big a liar as he, I bragged of Navigation. How many a night on the wave-swept bridge, when the howling tempests blew, Had I conned and steered on her north-east course the ship and her gallant crew. So we nagged and nagged and lied and bragged, till—"I'll tell you what," says he, "Well never settle anything by argument—let's see; You take the bridge and keep her course, and take your crew as well, And I and the mates will go below—we'll make those engines yell." "Agreed," agreed I in a grand idea! the best I've heard of yet. I'll keep this packet on her course, and steer her straight, you hear!" So skipper and I went down below, when I showed him a thing or two—The donkey checks and the extra feed, we passed them in review; The swabbing tins, and all the rest, but he got in quite a huff—"Get you on deck," says he to me, "I'll manage her right enough." So up I went to the flying bridge, where the Second Mate in full charge, Enjoying himself in the sunlight, for the day was fine and large. Says I, "now steer N. E. by E. across the foaming tide, And look out sharp for the Bunkum rocks ahead on the starboard side." Then down I went for an hour or so, as I thought I deserved a spell, And slept like a top, and arose refreshed, at the clang of the quarter-bell. The sea was smooth, but a sort of a mist was hanging about ahead. And of all the dangers of the deep a fog is the one I dread. As I passed the door of the engine-room, the sounds I then did hear, Would have paralysed a Paladin, and filled his heart with fear; For the rods and valves were shrieking like fiends at the whipping post, While the stink of the heated bearings would have poisoned Hamlet's ghost. Amidst the uproar down below, it made my heart go thump, When the skipper yelled to his wretched mate (that the bilge-pump wouldn't pump!) However, away I went to the bridge as the mist was closing round, Till it got so thick that presently I deemed it wise to sound: "Which I did, and got ten fathoms, and presently nine or so. As it's thick, and the water's shallow, why, I guess I'd better 'slow.' So I put the telegraph over; but the din which I got the pointer fair on the signal would have rent the very sky. The fog closed in, and just ahead, I thought I heard a bell, So I sent a man to the whistle cord at intervals to yell. I was fretting about the engines, and knew I could safely swear, That things weren't going right below, although I wasn't there. I was meditating stopping, for my wits were all at a loss, When—no need to ring the telegraph—the stopper of her own accord, So down rushed I to the engine-room, full of foreboding fears, Where the sights and smells which met me would have moved a man to tears. The bilges were full of water, the boilers were nearly dry, The low pressed rod was black as ink, and ditto was the high. The bearings they were blazing hot, the pins, oh! I tell you, gasped. They'd been trying to drive the engines, but had never thought to grease her. So I chased the lot away on deck, and yelled like one insane. And got the pins and bearings cooled and boilers filled again; The bilge-pumps next I got to work to chuck it out full bore. And soon the fog cleared off and we were going full speed once more. So you may safely bet your boots from now till crack of doom, No mate nor skipper passed in Steam takes charge of my engine-room. While as for the Navigation, it's all very well in its way, But as different from practical seamanship as night is apart from day. No navigating job for me: I'll frankly, freely own, I'll keep my engines up to the mark, but—I'll leave the bridge alone.

CRANKY.

CHRONOLOGICAL ERAS AND CYCLES.

THE year 1888, which comprises the latter part of the one hundred and twelfth and the beginning of the one hundred and thirteenth year of the independence of the United States of America, corresponds to the year 6701 of the Julian period; 7399-97 of the Byzantine era, the year 7347 commencing on September 1st; 5648-49 of the Jewish era, the year 5648 commencing on September 6th, or, more exactly, at sunset on September 5th; 2641 since the foundation of Rome, according to Varro; 2635 since the beginning of the era of Nabonassar, which has been assigned to Wednesday, the 26th of February of the year three thousand nine hundred and sixty-seven of the Julian period; corresponding in the rotation of chronologists to the seven hundred and forty seventh; and in the rotation of astronomers, to the seven hundred and forty sixth year before the birth of Christ; 2664 of the Olympiads, or the third year of the six hundred and sixty-six Olympiad commencing in July, 1887, if we fix the era of the Olympiads at 775 years before Christ, or near the beginning of July of the year 3928 of the Julian period; 2200 of the Grecian era, or the era of the Seleucids; 1604 of the era of Diocletian; 2548 of the Japanese era and to the twenty-first year of the period entitled "Meiji." The year 1306 of the Mohammedan era, or the era of the Hegira, begins on the 7th day of September, 1888. The first day of January, 1888, was the two million four hundred and ten thousand six hundred and thirty-eighth day since the commencement of the Julian period.

CHRONOLOGICAL CYCLES.

Dominical Letter..... A. G. Solar Cycle..... 21
Epochn..... 17 Roman Indiction..... 1
Lunar Cycle..... 19 Julian Period..... 6901
Golden Number..... 8

ITALY AND ABYSSINIA.

The Russians have been paying a good deal of attention of late to Abyssinia, and the prospect of Italy's interest in that country is naturally distasteful to them. The following from the *Nouvelles Prems* is a sample of the articles in the Russian Press, warning Italy to have nothing to do with so dangerous an undertaking:—"The Italians have imposed upon themselves no light task, because any war with a country like Abyssinia must be with great difficulties, as much on account of the unlimited bravery of her inhabitants as through the topographical and climatic conditions of the theatre of operations. Against the fact that the English expedition to that country in the year 1868 was crowned with success may be placed the no less eloquent fact of the defeat on the banks of the March River and before Gura of an Egyptian army numbering 30,000 men. Of this force which comprised the flower of the Egyptian army only a few men were saved, but the commander, Prince Hassan, son of the Khedive Ismail Pasha, the same personage who commanded the Egyptian contingent in our late war with Turkey, was taken prisoner."

The Khedive of Egypt was then obliged to humbly sue for peace, the more so because a second Egyptian force which had been moved with the object of making a diversion towards Harar, had been overtaken by a like fate. Moreover, the Italians themselves have only quite recently suffered at the hands of the Abyssinians a severe defeat before Saati.

At one time it indeed seemed as though wisdom would assert itself, and that the Cabinet of Rome would refrain from undertaking so risky and costly an expedition as that to Abyssinia. The Negus too, on his part displayed a peaceful attitude by releasing from captivity Count Sivara, a member of an Italian scientific expedition to his country, and through Ras Alula and also through the intermediary of England he carried on with the Italian certain negotiations, but it is now clear that the Italian Government never seriously thought of keeping out of a war with Abyssinia. Indeed, for a period extending over several months this Government has carried on active preparations and collected all available information concerning the future theatre of war operations. It has further formed a separate division of a colonial force composed of volunteers, has carried out interesting experiments of the resisting power of Abyssinian shields, and has collected at Naples material for a light railway, &c. The choice of Commander of the Italian expeditionary force has fallen on General San-Martino who enjoys a reputation as a cultivated and cautious army leader. This officer has had placed at his disposal an army of 25,000 men, exclusive of the Italian garrison of Massowah. The whole of the troops of the Italian Expeditionary Force are to be armed with magazine rifles, and their artillery force is to consist principally of mountain guns and rocket batteries. The Italians think that the first engagements will probably take place on the plain of Samgar, or the country which lies between the Red Sea littoral and the plateau of Abyssinia. In the summer season this plain is converted by the fierce heat into a sort of desert, but just now, owing to a copious rain-fall, it is covered with vegetation, and in other respects ad apted for the concentration of large forces. And yet it is scarcely likely that the Abyssinians will descend from their mountain fastnesses to meet the Italians in the open field. It would be difficult for them to compete with a well-armed and excellently trained European army. They will rather confine their operations to watching the Italians and not begin serious war operations until their enemy has entered their mountains.

Every possible difficulty will here await the Italian troops, for although since the year 1830 A.D. several venturesome travellers have made their way into the heart of Abyssinia, both what they have seen as well as what they had heard, added to the reports of the experiences of the English and Egyptian expeditions, are far from giving us a very clear notion of the topography of the theatre of future war operations. And this in a country wherein every height can be converted into a fortress, and with defenders who are not only distinguished for the ardour of their onslaughts, but for their unapproachable skill in preparing ambushes. The Italians will, of course, avail themselves of the services of spies and guides, but amongst these there may be found some traitors at least. Great services will, doubt, be rendered to the Italian head-quarter staff by previous Italian travellers through the country, for it must be admitted that had not been for the guidance of the German Mountingier, Lord Napier would scarcely have succeeded in conducting an army of 10,000 men and a huge transport train some 600 kilometres and in safety reaching Magdala. As regards any alliance between the Italians and the natives of the country, the Italians can scarcely reckon on this. It is true that many of King John's vassals do not love him, but they all fear him, and for this if for no other reason, not one of them is at all likely to go over openly to the aid of an enemy of their common Fatherland. Much is said in Italy about an alliance with Menelik, the King of Shoa. This potentate, it is true, is readily favourable to the Italians; but as on the death of King John he hopes to become his successor on the throne of

Abyssinia, it is difficult to suppose that, with all his hatred for the present Negus, he will join forces with the Italians. The most then that the Italians can count upon is that Menelik will not oppose their advance with any special energy.

An Important Discovery is announced in the *Paris Figaro*, of a valuable remedy for nervous debility, physical exhaustion, and premature decay. The discovery was made by a missionary in Old Mexico; it saved him from a miserable existence and an early grave. We learn that Dr. Rev. Joseph Holmes, Bloomsbury Mansions, Bloomsbury Square, London, W.C., will send the prescription, free of charge, on receipt of a self addressed stamped envelope.

To-day's Advertisements.

FOR SHANGHAI.
THE Steamship
"AMOI,"
Captain R. Kübler, will be despatched for the above Port, on SUNDAY, the 25th instant, at 10 A.M.
For Freight or Passage, apply to
SIEMSEN & Co.,
Hongkong, 23rd March, 1888. [334]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOI.
THE Company's Steamship
"ZAFIRO,"
Captain Talbot, will be despatched for the above Ports, on TUESDAY, the 27th instant, at 5 P.M.
For Freight or Passage, apply to
RUSSELL & Co.,
General Managers,
Hongkong, 23rd March, 1888. [335]

WANTED.
FOR a Drapery Establishment in Hongkong, a YOUNG MAN as an ASSISTANT, who understands the Business, Reference required.
Apply by letter to
A. B.,
c/o Hongkong Telegraph Office,
Hongkong, 23rd March, 1888. [336]

TO LET.
IMMEDIATE POSSESSION.
HOUSE No. 1, BALL'S COURT, Bonham Road.
SHOP No. 6, DEACONSFIELD ARCADE, Queen's Road.
HOUSE No. 31, WEST VILLA, Pokfulam Road.
SHOP No. 24, BANK BUILDING'S Queen's Road, now occupied by Messrs. KUHN & Co. "ROCKYDA," GAP, THE PEAK.
Apply to
BELLIOS & Co.,
Hongkong, 23rd March, 1888. [337]

FOR SALE, CHEAP.
SEVERAL RELIABLE HACKS AND CARRIAGE PONIES.
A First-class London made DOG-CART, AND THREE BASKET CARRIAGES, all in good order.
For Particulars, Apply to
No. 6, PEDDERS HILL,
Hongkong, 20th May, 1888.

Intimations.

NOTICE is hereby given that if the sums hereinafter mentioned are not CLAIMED within one year from this date, they will be transferred to the GENERAL REVENUE of this Colony.
In the matter of the TRUST ESTATE of DENT & Co.
1.—Balance due to ALEXANDER COWIE, Master of the ship or vessel *Aurora* \$5,879.65
2.—Balance due to HENRY MANN, Master of the ship or vessel *Wairariki* 78.15
3.—Balance due to J. GOWER 469.19
In the matter of JACKY alias THOM JOHN ROWLAND, amount to credit of this account 2,281.57
EDW. J. ACKROYD, Registrar.
Supreme Court,
Hongkong, 17th March, 1888. [338]

NOTICE
NOTICE is hereby given that if the sums mentioned in Schedules A and B of Ordinance No. 11 of 1888, copies of which have been posted up in the Supreme Court and published in the *Government Gazette* of the 17th March, 1888, are not CLAIMED within six months from date hereof, they will be paid over to the GENERAL REVENUE of the Colony.
The sums mentioned in Schedule C to the said Ordinance, a copy of which has been posted and published, will also be paid over to the Treasury if not CLAIMED within one year from the said date.
EDW. J. ACKROYD, Registrar.
Registry Supreme Court,
Hongkong, 17th March, 1888. [339]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business Contributed during the Half-Year ended 31st December, 1887, on or before the 31st inst., on which date the Accounts will be closed.
By Order of the Board of Directors.
D. GILLIES, Secretary.
Hongkong, 15th March, 1888. [340]

LIQUIDATION OF THE "COMPANIA NAVIERA DE FILIPINAS."
THE LIQUIDATORS of the above Company have decided to pay a FIRST DIVIDEND of 15% to the Shareholders, or to their legal representatives or Successors.
Payment will be made on and after the 8th instant on presentation of the Scrip of the Company, signed by ANGEL ORTIZ, Plans de Corvantes, No. 2.
(Signed) A. ORTIZ.
GEO. ARMSTRONG,
Hongkong, 15th March, 1888. [346]

Intimations.

HONGKONG RIFLE ASSOCIATION.
THE FIFTH PRIZE MEETING will be held at Kowloon, on FRIDAY AND SATURDAY, the 30th and 31st March, and
MONDAY, the 2nd and 3rd April, 1888.
For Members and All Comers over \$1,200 will be given in Prizes.
The SHOOTING will commence each day at 10 A.M.
Programmes and Entry Forms can be obtained from the Undersigned on and after MONDAY, the 26th March, 1888.
A. SHELTON HOOPER, Hon. Secretary.
Hongkong, 20th March, 1888. [321]

THE HONGKONG AMATEUR ATHLETIC SPORTS. TO BE HELD ON THE CRICKET GROUND, on SATURDAY, the 7th April.
The following is the list of Events, viz.:—
1.—100 YARDS FLAT RACE, 2 prizes.
2.—PUTTING THE SHOT, 1
3.—120 YARDS HANDICAP, 2
4.—ONE MILE FLAT RACE, 1
5.—QUARTER MILE FLAT RACE, 2
6.—ONE MILE WALKING RACE, 1
7.—THROWING CRICKET BALL, 1
8.—POLE JUMPING, 1
9.—SOLDIERS' HALF MILE RACE, 3
10.—HALF MILE RACE, (Handicap), 2
11.—120 YARDS HURDLE RACE, 2
12.—BOYS' RACE, 200 YARDS (Handicap) for Boys under 15, open to European Schools, 3
13.—VETERANS' FLAT RACE, 120 YARDS (Handicap). Open to all, 35 years old and of 10 years residence in Hong Kong, or the Tropics, 2
14.—LONG JUMP, 1
15.—THREE-LEGGED RACE, 1
16.—SMALL GIRLS' RACE, (Handicap) under 7 years, 3
17.—220 YARDS FLAT RACE, (Handicap), 2
18.—ONE MILE FLAT RACE, 2
19.—CONSOLATION RACE, 1
20.—INTERNATIONAL TUG OF WAR, 1
With the exception of events No. 9, 12 and 16, the above are open to all Gentlemen Amateurs who are members or visitors of the HONGKONG CLUB, CLUB GERMANIA, LADIES RECREATION CLUB, HONGKONG CRICKET CLUB, VICTORIA RECREATION CLUB, and also to commissioned Military and Naval Officers.
Intending competitors are requested to send in their entries (on the proper forms, which can be obtained at the HONGKONG CLUB, CRICKET CLUB PAVILION, V. R. C. Messrs. KELLY & WALSH, Messrs. LANE, CRAWFORD & Co., and Messrs. FALCONER & Co.) to the Hon. Secretary, not later than SATURDAY, the 31st inst., on which date entries close.
CHAS. H. THOMPSON, Hon. Sec.
Hongkong, 17th March, 1888. [315]

SOCIETE FRANCAISE DES CHARBONNAGES DU TONQUIN.
(SOCIETE ANONYME).
CAPITAL.....FRANCS 4,000,000
DIVIDED INTO 8,000 SHARES OF FRANCS 500 EACH.
THIS Societe is being formed for the purpose of working the COAL MINES at HA LONG BAY, TONKIN, under a concession granted by the French Government to Monsieur BAVIER CHAUFFOUR as per Acte de Vente, the 28th day of March, 1887, and the 5th day of August, 1887.
The COAL MINES cover an area of about 15,000 Hectares, and the Concession will be conveyed to the Societe by the Concessionnaire as soon as the Societe is formed.
Of the 8,000 SHARES, 4,000 are offered for public subscription, at par, on the 22nd and 23rd days of March, 1888, and the amount thereof is payable on application.
Forms of application can be obtained from M. BAVIER CHAUFFOUR, 7, Queen's Road Central, to whom the same must be returned when filled up and signed, and where also the Articles of Association of the Societe in formation can be obtained by the intending Shareholders.
Payment for Shares applied for must be made to the COMPTOIR D'ESCOMPTE DE PARIS, Hongkong, as Agents for the BANQUE DE L'INDO CHINE, who will grant Receipts for same.
Hongkong, 20th March, 1888. [327]

IMPORTANT NOTICE.
KUHN & CO.
ARE NOW SELLING OFF THEIR FINE ART COLLECTION, consisting of a CHOICE and VALUABLE ASSORTMENT of JAPANESE BRONZES, CLOISONNE, IVORY, LACQUER, SILK AND SATIN KIMMOS, KAKIMMOS, SCREENS, DRESSING-GOWNS and JACKET'S QUILTS, WALL DECORATIONS, BRONZE JEWELLERY, SWORDS, COMPLETE SUITS OF ANTIQUE ARMOUR, etc., etc., etc.

TO AVOID THE COST OF RE-SHIPMENT THE ENTIRE STOCK IS NOW OFFERED AT GREATLY REDUCED PRICES.
MESSRS. KUHN & Co., in thanking the residents of Hongkong, Canton, and Macao for their liberal patronage, regret to state that, owing to the opening of a Branch House in London, where Mr. KUHN'S presence is an absolute necessity, they are compelled to temporarily close their Hongkong establishment; but due notice will be given of the resumption of Business. Meanwhile all orders sent to KUHN & Co., YOKOHAMA, will receive the most careful attention.
The PUBLIC are respectfully notified that the present sale of the most complete collection of WORKS OF JAPANESE ART ever offered in Hongkong at such low prices, will be limited to the current month.
KUHN & Co., opposite the Hongkong Hotel,
Hongkong, 17th March, 1888. [313]

AND R. TENNENT'S ALE AND PORTER.
DAVID CORSAIR & SONS' MERCHANT NAVY NAVY BOILER LONG FLAX CANVAS.
ARNOLD, KARRBERG & Co.,
Hongkong, 15th March, 1888. [303]

Consignees.

NORDDEUTSCHER LLOYD.
NOTICE TO CONSIGNEES.
STEAMSHIP "PREUSSEN," FROM BREMEN AND PORTS OF CALL.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be landed here in Hongkong unless notice to the contrary be given before NOON, TO-DAY, the 21st instant.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th March, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 2nd April, at 2 P.M. All Claims must reach us before the 4th April, or they will not be recognised.
No Fire Insurance has been effected. Bills of Lading will be countersigned by MELCHERS & Co., Agents.
Hongkong, 21st March, 1888. [4]

NOTICE TO CONSIGNEES.
STEAMSHIP "UPPINGHAM," FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 25th instant, will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 25th March, or they will not be recognised.
No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.
Hongkong, 19th March, 1888. [298]

NOTICE TO CONSIGNEES.
STEAMSHIP "STRATHLEVEN," FROM NEW YORK AND SINGAPORE.

CONSIGNEES of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to TAKE IMMEDIATE DELIVERY OF THEIR GOODS FROM ALONGSIDE.
Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.
All claims against the Steamer must be presented to the Undersigned immediately or they will not be recognised.
ADAMSON, BELL & Co., Agents.
Hongkong, 17th March, 1888. [311]

Masonic.
CATHAY CHAPTER, No. 1165.

A REGULAR CONVOCATION of the above Chapter will be held in FREEMASONS' HALL, Zeland Street, on MONDAY, the 26th inst., at 8.30 for 9 P.M. precisely.
Hongkong, 19th March, 1888. [322]

VICTORIA LODGE, No. 1026.

A REGULAR MEETING of the above named Lodge will be held in FREEMASONS' HALL, Zeland Street, on WEDNESDAY, the 28th inst., at 8.30 for 9 P.M. precisely.
Hongkong, 22nd March, 1888. [333]

EOTHEN MARK LODGE OF HONGKONG, No. 264.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zeland Street, on THURSDAY, the 30th inst., at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.
Hongkong, 20th March, 1888. [326]

Notices of Firms.

NOTICE.
M. R. GROTE has this day been admitted a PARTNER in our Firm.
CHATER & VERNON.
Hongkong, 1st January, 1888. [353]

Insurance.

NOTICE.
THE MAN ON INSURANCE COMPANY, LIMITED.
CAPITAL SUBSCRIBED.....\$1,000,000.
The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS &c. Policies granted to all Parts of the world payable at any of its Agents.
WOO LIN YUEN, Secretary.
HEAD OFFICE, No. 2, QUEEN'S ROAD WEST, Hongkong, 1st February, 1888. [150]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).
CAPITAL TAELS 600,000, £333,333-33.
EQUAL TO.....\$240,000-00.
RESERVE FUND.....\$240,000-00.
BOARD OF DIRECTORS.
LEE SING, Esq. LO YUK MOON, Esq.
LOU TAO SHUN, Esq.
MANAGER—HO AMEI.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES on all parts of the world.
HEAD OFFICE, 8 & 9 PRAYA WEST, Hongkong, 17th December, 1887. [379]

The Hongkong Telegraph.

N^o. 1886.

FRIDAY, MARCH 23, 1888.

SIX DOLLARS PER QUARTER.

Banks.

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.

2.—DEPOSITS LESS THAN \$1, OR MORE THAN \$1,000,000, will not be received. No Depositor may deposit more than \$2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, may deposit any sum, or more, at their credit may at any time transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months, at a rate of 3 1/2 per cent. per annum interest.

4.—INTEREST at the rate of 3 1/2 per cent. will be allowed to Depositors on their daily balances.

5.—DEPOSITORS will be supplied gratis with a PASS-BOOK, which must be presented at every payment or withdrawal. If a Depositor does not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and the beginning of July.

6.—CORRESPONDENCE as to the business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor, or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st September, 1887. [19]

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL\$2,000,000.
PAID-UP CAPITAL500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the "BALANCES" of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager,
HONGKONG BRANCH.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL\$7,500,000.
RESERVE FUND3,000,000.
RESERVE LIABILITY OF PROPRIETORS7,500,000.

COURT OF DIRECTORS:—
CHAIRMAN—Hon. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq.
W. G. BRODIE, Esq.
H. L. DALRYMPLE, Esq.
H. HENNESSY, Esq.
B. LAYTON, Esq.

Hon. A. P. McEwen, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
L. POSENCKER, Esq.
E. A. SLOMON, Esq.

CHIEF MANAGER,
HONGKONG—THOMAS JACKSON, Esq.
MANAGER,
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, 25th January, 1888. [18]

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, upon their arrival in this Harbour none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Underigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, 25th August, 1887. [25]

Auctions.

PUBLIC AUCTION OF HOUSEHOLD FURNITURE, PIANO, &c., &c., &c.

THE Underigned has received instructions to Sell by Public Auction, TO-MORROW, the 24th March, 1888, at 2 P.M., at the Residence of Captain W. E. CLARK, No. 31, West Villa, corner of Pokfulam and Battery Road West, THE WHOLE OF HIS HOUSEHOLD FURNITURE, comprising—

ROOM SUITE, MIRRORS, PICTURES, CARPETS, RUGS, LACE-CURTAINS, BLACK AND GOLD CORNICES, BLACK & GOLD CANTERBURY, etc. MAHOGANY COTTAGE PIANO by COLLARD & COLLARD, nearly new. EXTENSION DINING TABLE, CUTLERY, CROCKERY, GLASS AND PLATED WARE & DINING ROOM FURNITURE, LAMPS, etc.

DOUBLE IRON BEDSTEPS, SPRING MATTRESS and HAIR MATTRESS and PILLOW, LADY'S WARDROBE, DRESSING TABLE with MIRROR, MARBLE TOP WASHING-STAND & BED ROOM SUITE, ICE CHEST, COOKING RANGE, RICK-SHA, LADY'S CHAIR, &c., &c., &c.

Catalogues will be issued prior to the sale and the above will be on view on FRIDAY NEXT. TERMS OF SALE.—As Customary.

G. R. LAMMERT,
Auctioneer.
Hongkong, 17th March, 1888. [314]

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY, the 26th day of March, 1888, at 3 P.M., are published for general information.

By Command, ARATHOON SETH,
for the Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 17th March, 1888. [312]

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 26th day of March, 1888, at 3 P.M., by Order of His Excellency the Officer Administering the Government, of Thirteen Lots of CROWN LAND, at Hungshim, Kowloon, in the Colony of Hongkong, for a term of 75 Years.

No. of Lot.	Area.	Locality.	Boundary Measurements.	Contents in Square ft.	Annual Rent.	Upset Price.
1	100	Do.	100	100	100	100
2	100	Do.	100	100	100	100
3	100	Do.	100	100	100	100
4	100	Do.	100	100	100	100
5	100	Do.	100	100	100	100
6	100	Do.	100	100	100	100
7	100	Do.	100	100	100	100
8	100	Do.	100	100	100	100
9	100	Do.	100	100	100	100
10	100	Do.	100	100	100	100
11	100	Do.	100	100	100	100
12	100	Do.	100	100	100	100
13	100	Do.	100	100	100	100
14	100	Do.	100	100	100	100
15	100	Do.	100	100	100	100
16	100	Do.	100	100	100	100
17	100	Do.	100	100	100	100
18	100	Do.	100	100	100	100
19	100	Do.	100	100	100	100
20	100	Do.	100	100	100	100
21	100	Do.	100	100	100	100
22	100	Do.	100	100	100	100
23	100	Do.	100	100	100	100
24	100	Do.	100	100	100	100
25	100	Do.	100	100	100	100
26	100	Do.	100	100	100	100
27	100	Do.	100	100	100	100
28	100	Do.	100	100	100	100
29	100	Do.	100	100	100	100
30	100	Do.	100	100	100	100
31	100	Do.	100	100	100	100
32	100	Do.	100	100	100	100
33	100	Do.	100	100	100	100
34	100	Do.	100	100	100	100
35	100	Do.	100	100	100	100
36	100	Do.	100	100	100	100
37	100	Do.	100	100	100	100
38	100	Do.	100	100	100	100
39	100	Do.	100	100	100	100
40	100	Do.	100	100	100	100
41	100	Do.	100	100	100	100
42	100	Do.	100	100	100	100
43	100	Do.	100	100	100	100
44	100	Do.	100	100	100	100
45	100	Do.	100	100	100	100
46	100	Do.	100	100	100	100
47	100	Do.	100	100	100	100
48	100	Do.	100	100	100	100
49	100	Do.	100	100	100	100
50	100	Do.	100	100	100	100
51	100	Do.	100	100	100	100
52	100	Do.	100	100	100	100
53	100	Do.	100	100	100	100
54	100	Do.	100	100	100	100
55	100	Do.	100	100	100	100
56	100	Do.	100	100	100	100
57	100	Do.	100	100	100	100
58	100	Do.	100	100	100	100
59	100	Do.	100	100	100	100
60	100	Do.	100	100	100	100
61	100	Do.	100	100	100	100
62	100	Do.	100	100	100	100
63	100	Do.	100	100	100	100
64	100	Do.	100	100	100	100
65	100	Do.	100	100	100	100
66	100	Do.	100	100	100	100
67	100	Do.	100	100	100	100
68	100	Do.	100	100	100	100
69	100	Do.	100	100	100	100
70	100	Do.	100	100	100	100
71	100	Do.	100	100	100	100
72	100	Do.	100	100	100	100
73	100	Do.	100	100	100	100
74	100	Do.	100	100	100	100
75	100	Do.	100	100	100	100

PUBLIC AUCTION OF HOUSEHOLD FURNITURE, PIANO, &c.

THE Underigned has received instructions to Sell by Public Auction, on

WEDNESDAY, the 28th March, 1888, at 2 P.M., at No. 7, Mosque Terrace, the Residence of Captain CROSDALE, THE WHOLE OF HIS HOUSEHOLD FURNITURE, &c., comprising—

CRETONE COVERED DRAWING ROOM SUITE, MARBLE TOP BLACK-WOOD TABLES, LACE CURTAINS, PICTURES, LAMPS, FENDERS, &c., &c. AMERICAN PIANO by CHICKERING. EXTENSION DINING TABLE, WHATNOTS, SIDEBOARD, CHAIRS, CUTLERY, CROCKERY, GLASS AND PLATED WARE. IRON BEDSTEPS, WARDROBES, MARBLE TOP WASHING STANDS, WARDROBES DRESSING TABLES, BEDROOM SUITE.

Catalogues will be issued previous to the Sale and the above will be on view on TUESDAY NEXT.

TERMS OF SALE.—As Customary.

G. R. LAMMERT,
Auctioneer.
Hongkong, 21st March, 1888. [331]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.

CHARTS AND BOOKS. NAUTICAL INSTRUMENTS.

SOLE AGENTS for Louis Audemars' Watches; awarded the highest Prize at the Exhibition; and for the celebrated Omega, Swiss, and other watches. 10, QUEEN'S ROAD, CENTRAL. (611)

Intimations.

ROBERT LANG & CO., TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.
Over Coatings Light & Heavy. Ulster Tweeds. Fine Black Diagonal & Cork-screw for Dress Suits. Black, Blue and Brown Fancy and Diagonal Coatings. Fanny & Check Tweed Suitings. Trousering in great variety of Stripes, Checks and Plain. Cricketing Flannel Stripes. White and Fanny Vestings. French Printed Flannel. Unshrinkable Flannel. Ready Made. Ulsters in Stock. Solid Leather Portmanteaus. Overland Trunks, Gladstone Bags, and a variety of Traveling Cases, all sizes. Winter, Medium and Summer Under Vests and Pants. Silk half Hose Black, Navy and Colors. Lamb's Wool Merino and Lisle. Thread half Hose. White Dress Shirts. Lacing & Elastic side Walking Boots and Shoes. Shooting Boots, Rubber Boots. Patent Leather Boots & Shoes. Dancing Pumps all sizes. Large Stock of Scarfs, Ties, Handkerchiefs, Braces, &c.

ROBT. LANG & CO.

Hongkong, 22nd February, 1888. [91]

HEUERMANN, HERBST & CO., SOLE AGENTS FOR: APENRADE ACTIEN BRAUEREI, APENRADE BEER, in Quarts and Pints. BERGENDORF VEREINS BRAUEREI, BERGENDORF BEER in Quarts and Pints. BREWERY "BAVARIA" MUNICH. HACKERBRAU in Quarts and Pints. FRIEDRICH KROTES COBLENZ.

Celebrated Champagne, Rhine and Moselle Wines, Excelsior Champagne, Carte d'Or, Carte Blanche, Moselle, Maunich, Liebfraumilch, Gelsenheimer, Rautenthaler, Josephshof, Bernerstrasse, &c.

Now on view, for the first time imported to this Colony: S P L E N D I D P I A N O S, With Mechanism for transposing for the accompaniment of singing or other instruments.

HEUERMANN, HERBST & CO., Queen's Road, 14. [27]

LANE, CRAWFORD & CO. FOR SALE.

FAIRY LAMPS. FAIRY LAMP CANDLES. NEW TABLE DECORATIONS. FLOWER BASKETS & VASES. NEW GLASSWARE.

LANE, CRAWFORD & Co.'s Special Table Sets of best thin quality Plain Glass. Consisting of: 1 doz. Liqueurs. 1 doz. Soda Tumblers. 1 " Sherry. 1 " Champagne do. 1 " Ports. 1 " Finger Glasses. 1 " Claret. 2 only Quart Decanters. 1 " 1 pt. Tumblers. 1 " Claret.

Dinner Sets, Tea Sets, Breakfast Sets, Toilet Sets, Toilet Table Sets and Crockery of all kinds.

Hongkong, 22nd March, 1888. [29]

W. BREWER HAS JUST RECEIVED.

DEMON TENNIS BATS. Tennis Balls. Reenshaw Tennis Bats. Ladies' Tennis shoes. Presses for Single Racquets. Footballs "Association" and "Rugby." Handsome Plush Frames on ladders. Fine Stock of Albums for Cabinets only, and assorted sizes. Ladies' Handbags. New Photos of Fashionable Beauties. Palette Shape Mirrors for Table. Dictionary of Engineering Terms.

Seaton's Marine Engineering. Hutton's " " Reed's " English, German and French Dictionary. Stonehenge's Rural Sports. On the Dog. Electric Motor, and its application. Ayrton's Electricity. Draper's Medical Physics. Kirchner's Manual Psychology. Ornamental Alphabets. New Stock of Meerschaum Pipes. Copying Presses.

W. BREWER, UNDER HONGKONG HOTEL. [100]

EX "GLENCOE" AND FRENCH MAIL STEAMER "YANGTSE."

ROSE & CO.

ARE now Showing a nice assortment of LADIES' and CHILDREN'S WARM CLOTHING in JACKETS, DRESSES, SKIRTS, GAITERS, HOODS, and HATS in Wool.

GENTLEMEN'S CASHMERE, ANGOLA, MERINO and SILK UNDERSHIRTS. MERINO and CASHMERE SOCKS. GENTS' WHITE LONG CLOTH SHIRTS. LADIES' and GENTLEMEN'S TENNIS SHOES. CHILDREN'S STRAP SHOES. ELDER DOWN QUILTS and CUSHIONS. ST. JAMES' RUGS and AUSTRIAN BLANKETS.

Also, BRUSSELS and TAPESTRY CARPETS. SILK and WOOL TAPESTRIES in New Designs. GLADSTONE and BRIEF BAGS, &c., &c., &c.

ROSE & CO.

37 & 39, QUEEN'S ROAD, HONGKONG. [40]

KELLY & WALSH, LD. SPECIALITIES IN CHEAP STATIONERY.

A BOX containing 50 Correspondence Cards with turned-down corners, stamped in coloured relief from die—"Hongkong," and space for date. 50 Cents.

A Box containing 50 Gill-Edge Correspondence Cards in two sizes, with Envelopes to match. 50 Cents.

The "Empire" Stationery-Box containing 60 sheets Cream Laid Quarto Note Paper with 60 Octavo Court Envelopes to match. 50 Cents.

A Box containing 40 Medieval Correspondence Cards with ragged edges, in Antique Style, with Envelopes to match. 50 Cents.

A Box of Folding Double Size Correspondence Cards and Envelopes, stamped in Gold, with quaint devices. 50 Cents.

The "Club Papeterie" is a Box containing 50 sheets Treble Thick Vellum Note Paper with Envelopes to match. 50 Cents.

The "One Pound" Packet of Superfine Cream Laid Note Paper. 25 Cents.

The "One Pound" Packet of Superfine Antique Note Paper. 25 Cents.

The "Moonlight" Packet, consisting of 50 Quatre Ruled Foolscap. 25 Cents.

A Five-Quatre Packet of Ruled Foolscap Quarto Manuscript or Sermon Paper. 25 Cents.

The "Sight Preserving" Box of Correspondence Cards, containing 25 Motivated Grey Gill-Edge Cards and 25 Envelopes to match. 25 Cents.

The "Primrose Stationery Cabinet" containing 50 sheets of Primrose Tinted Note Paper, with Envelopes to match. 50 Cents.

KELLY & WALSH, LIMITED, QUEEN'S ROAD CENTRAL, HONGKONG. [17]

Shipping.

STEAMERS. THE "GIBB" LINE.

FOR MELBOURNE, SYDNEY, AND QUEENSLAND PORTS, VIA KUDATI, SOERABAYA AND THE LEUWIN. (Taking through Cargo for ADELAIDE, TASMANIA, AND NEW ZEALAND.)

THE British Steamer "AFGHAN," Captain Roy, with part cargo from Japan, will be despatched as above (instead of as previously notified) TO-MORROW, the 24th instant, at 5 P.M.

For Freight or Passage to Melbourne or Sydney at (\$150), apply to GIBB, LIVINGSTON & Co., Managers.

Hongkong, 21st March, 1888. [262]

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(PASSING THROUGH THE INLAND SEA.) THE P. & O. S. N. Co.'s Steamship

"LOMBARDY" will leave for the above places on SUNDAY, the 25th March, at DAYLIGHT.

E. L. WOODIN, Superintendent. [3]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND ADELAIDE. (Taking through Cargo to PORT DARWIN, QUEENSLAND PORTS, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "CATTERTHUN," Captain Darke, will be despatched for the above Ports, on MONDAY, the 26th instant, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to RUSSELL & Co., Agents. [261]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE, & YOKOHAMA. THE Steamship

"GLAMORGANSHIRE," D. Davies, Commander, will be despatched for the above Ports, on the 27th instant.

This Steamer has superior Passenger accommodation.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents. [323]

FOR NEW YORK, VIA SUEZ CANAL.